

On Friday, May 5, 2000, at the request of Kipp Wagner, I reviewed the tape-recorded conversations retrieved from a cockpit voice recorder, identified as Fairchild Model GA 100-0000, Serial Number 01976. The cockpit voice recorder was removed from a Casa C-212, N117BH, on Tuesday, May 2, 2000 and American Avionics, 7023 Perimeter Road, Boeing Field, Seattle, Washington, 98108 transferred the contents to two audiotapes, on Thursday, May 4, 2000. The cockpit voice recorder was subsequently transferred to Mr. Jim Ward and the two audiotapes to Mr. Tim Murphy at the Alaska Fire Center on May 5, 2000.

The two audiotapes contained conversations of at least three persons onboard the aircraft as well as several radio conversations with personnel outside the aircraft. The recording begins with conversation reporting the aircraft entering downwind, base, and final, presumably for the jump site, and ends with the termination of the flight and completion of the after landing checklist. I was able to identify radio and intercom conversations and conversations associated with the pilot flying (PF) the aircraft as well as a third person, possibly associated with the smokejumpers, on the audio tape labeled Channel 1. Channel 2 contained no information other than some bleed over from other channels. Channel 3 contained radio and intercom conversations and conversation associated with the non-flying pilot (NFP) as well as a third person, possibly associated with the smokejumpers. Channel 4 contained short segments of unintelligible conversation and sounds associated with the aircraft engine, flap-jackscrew, wheels touching down on a runway, and propellers reversing.

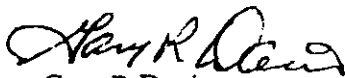
I noted nothing unusual related to the operation of the aircraft. Conversations on channels 1 and 3 revealed a malfunction or problem had occurred with one of the jumpers. I recommend that someone knowledgeable with smokejumper operations also review the contents of the audiotapes.

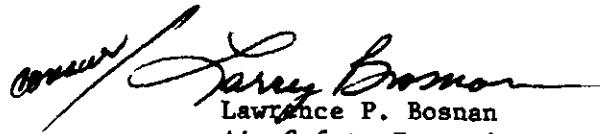
Larry Brosnan
Air Safety Investigator
Boise, Idaho 83705
(208) 387-5804

Larry Brosnan 5-11-00

May 2, 2000
Accident Investigation Team
BLM Fairbanks

On this date I inspected Cassa 212 "N117BH" at the request of The Accident Investigation Team. I looked at the general airworthiness of the aircraft, and the smoke jumper equipment. The aircraft was in good condition. All of the installed smoke jumper equipment was in good working order. The cabin is clean and all equipment is secure with no sharp edges. The static line is in good condition and properly tensioned. The seats and seat belts are in serviceable condition. The jump door opening is well protected with tape. The jump door opening, airframe handle is secure. The cable mounted static lines were in serviceable condition. The out side of the aircraft was in good condition with just a few small chips in the in the paint just aft of the door opening, they appeared to have been caused by a fabric strap or plastic buckle. The aircraft and smoke jumper equipment is in serviceable condition and can be returned to service in my opinion. The cockpit voice recorder should be removed and down loaded by a agency authorized to do that, the recording may help define the sequence of events, and any forgotten comments. If I can be of assistance in any other way please feel free to call at any time.


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